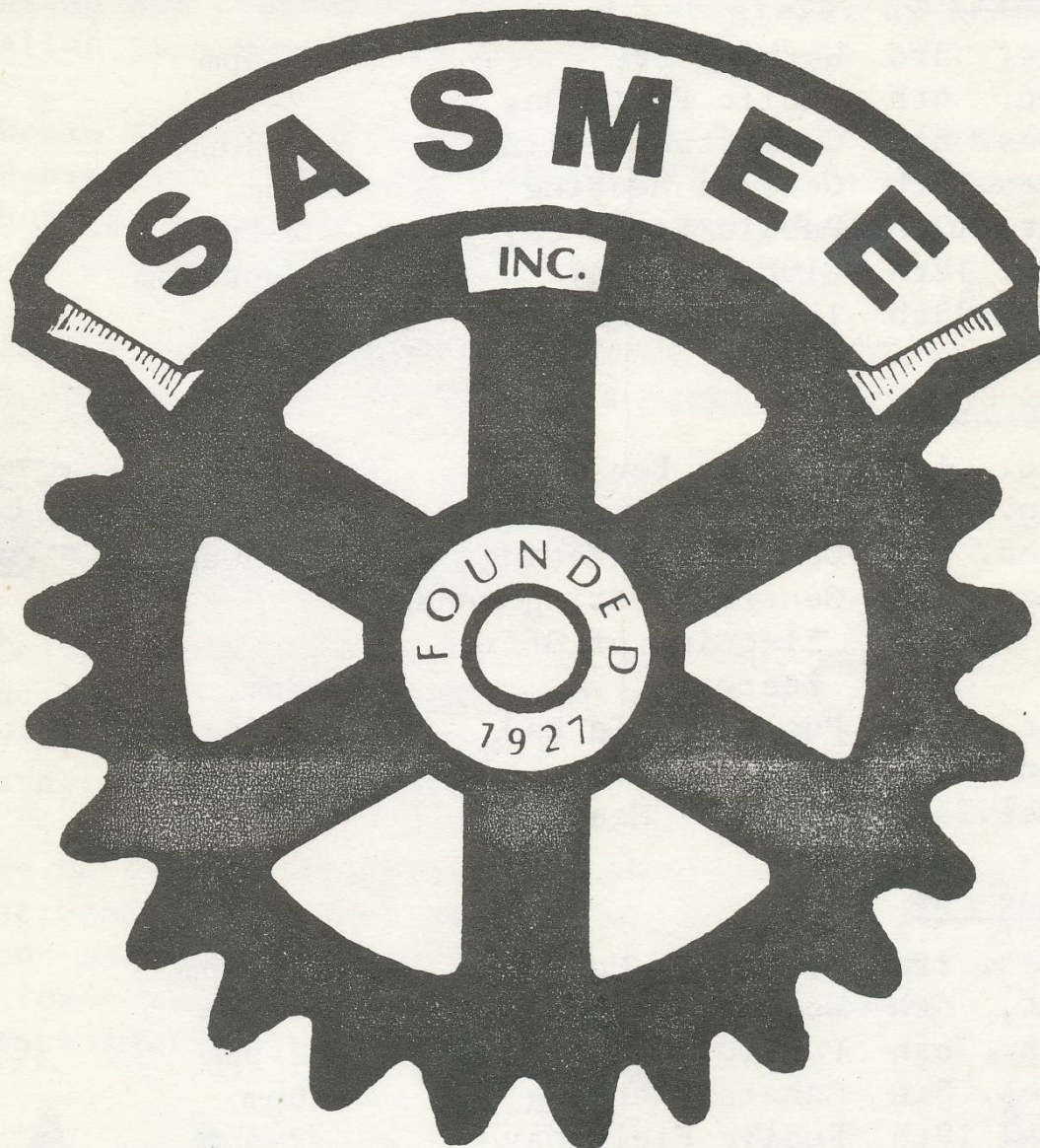


SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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SASMEE BULLETIN

THE OFFICIAL JOURNAL
OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



ISSN - 0158 - 3700

MARCH 82

TO

MAY 82

WHAT'S ON

What's on at SASMEE

March 82

Sun. 7th	Public Field Day	2-5pm
Tues. 9th	General Meeting	8pm
Sat. 20th	Public Field Day	2-5pm
Sun. 21st	Club Play Day	Noon-5pm
Tues 23rd	Informal Meeting	8pm

April 82

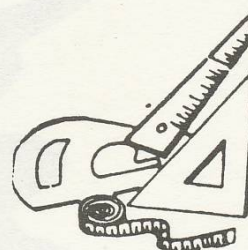
Sat. 3rd	Working Bee	1-5pm
Sun. 4th	Public Field Day	2-5pm
Tues. 6th	Committee Meeting	7.30pm
Tues.13th	General Meeting	8pm
Sat. 17th	Public Field Day	2-5pm
Sun. 18th	Club Play Day	Noon-5pm
Tues.27th	Informal Meeting	8pm

May 82

Sat. 1st	Working Bee	1-5pm
Sun. 2nd	Public Field Day	2-5pm
Tues. 4th	Committee Meeting	7.30pm
Tues.11th	General Meeting Annual Election of Office Bearers	8pm
Sat. 15th	Public Field Day	2-5pm
Sun. 16th	Club Play Day	Noon-5pm
Tues.25th	Informal Meeting	8pm

June 82

Tues. 1st	Committee Meeting	7.30pm
Sat. 5th	Working Bee	1-5pm
Sun. 6th	Public Field Day	2-5pm
Tues. 8th	General Meeting	8pm
Sat. 19th	Public Field Day	2-5pm
Sun. 20th	Club Play Day	Noon-5pm
Tues.22nd	Informal Meeting	8pm





EDITORIAL

1982 has arrived making us that year older and permitting one to reflect on the activities of our Society during the past 12 months, the things we have done, the things left undone and the things that need to be done.

During the past year we have become "bogged down" with the $7\frac{1}{4}$, 5in. ground level track, indeed this project has taken far too much time of our devoted members, having overtaxed those stalwarts ever willing to devote each Saturday afternoon at SASMEE.

Much to the relief of those concerned, the track is nearing completion and what a wonderful job has been done, they must surely be proud of their achievements, and we members must ensure that their efforts are recognised by the membership at large.

To actually complete the project with station, rolling stock etc., many months of toil are still ahead. It is hoped that with the completion of the "loop" much enthusiasm will result, enabling renewed determination and vigour from ALL MEMBERS towards the project's completion.

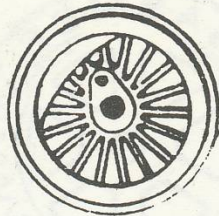
1982 will see many issues raised by the members, one must certainly be our Membership Fees and public field day admission charges. These must be considered with our overall strategy as our financial viability depends upon adequate planning and budgeting.

We need to know what projects and developments need undertaking, there costing and timing.

Consideration must be given to the construction of a new Club House, the upgrading and effective operation of our Workshop and Foundry, the upgrading of the Steam House, the construction of "Club Loco's" and the provision of facilities conducive to a more effective social atmosphere within the Society.



Editorial Cont.



Indeed, we must further consider our dependence on the public field day gate as compared to membership fees, are we to serve the public at the expense of our members?

Without doubt 1982 will be a great year for SASMEE, it is hoped that our activities will be of greater interest and benefit to our members, and further, we trust that you members will take a much more active role within the Society.

In May we have our Election of Office Bearers and many of our loyal, long serving Committee members will be seeking a well earned rest, in some cases enabling them to return to active model making.

To those members that can qualify for election to the executive (2 years membership) we urge you to consider making yourselves available for election, yes, it's added responsibilities, but one which is rewarding and well worth accepting as the future at SASMEE is very bright indeed.

Our Thanks

IN APPRECIATION

Our grateful thanks are extended to Mr. Peter Middleton of Foseco Pty.Limited of Alberton for assisting us with small quantities of Foundry Supplies.

To Henry Van Lysdork, a regular visitor to our SASMEE field days and friend of Keith Besley, we record our appreciation for the fine crafted Pot Plant stand given to us as a possible raffle prize.

Much appreciated was an offer from Mr. Russell Pontifete of Cummins who is making available to us a hand operated Shaper. We understand that it can be converted to electric power and should be a welcome addition to the Workshop.

KEEPIN' TRACK

The Foundry Report

The foundry is functioning quite well, with success in casting Aluminium, Brass and Cast Iron.

Bill Coles has excelled himself in mastering the arts, but alas, there is one job we have not succeeded in doing; Charlie Manning has been after some brass propellers for his boats, but as of to date we have been unable to prepare a mould to suit the profiles of a propeller. Any hints on this subject would be appreciated.

We have found that the Informal Meeting has been a convenient time for those foundry jobs.

Any member wishing to use the facilities is asked to contact Bill Coles or the Secretary.

THE AUSTRALIAN RADIO CONTROL MODELLER.

Recently I had the pleasure of meeting the Publisher and Editor of the A.R.C.M., Mr. Murray Scott of Mt. Barker.

On perusal of this monthly magazine I was surprised at the quality of the presentation and contents, indeed its a magazinethat would be appreciated by modellers involved in R/C even though its emphasis is mainly model aircraft. I am certain that many of our members associated with boats could make worthwhile contributions to this magazine.

Murray is considering the viability of publishing a similar publication on Model Engineering.

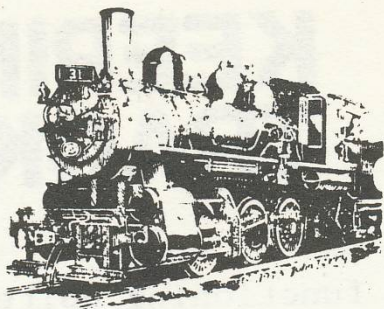
Jan.3rd SPECIAL FIELD DAY

Many thanks to those members who supported our special field day.

We are pleased to report that the takings for the day were, Gate \$394., Canteen \$210.

Once again thanks, it turned out a great day.





O.S. Live Steam Locos.

Ron Bennetts has passed on to us details of the O.S. Live Steamers sold in kit form or fully assy.

In 3½" gauge are the,

Britannia 4.6.2.	Kit \$4,750. Assy.\$5,725. plus Tax
Krauss 0.4.0	Price not avail.
Porter 2.6.0	Kit \$2,675. Assy.\$3,475. plus tax

In 5" gauge the T5-Super 0.6.0. Tank

Kit \$4,875.
Assy.\$5,835. plus tax

Ron advises that the Britannia has been approved by the AMBSC and the D.L.I., approval for the Krauss is currently being sought. Tax is approximately 17½%. Further details can be obtained from Ron at 2784107.

Visit to Quorn and Peterborough

In the Bulletin sometime ago we mentioned the possibility of hiring a bus for a tour of Steam attractions at Booleroo Centre, Peterborough, Quorn and Port Augusta.

It is to cost approximately \$550. to hire the bus, and with overnight costs plus charges on the trains, at around an estimated cost of \$37.per person it makes for a cheap weekend away.

The visit would need to be timed during May, those interested please contact the Secretary.



CHIT CHAT

Mark Lethbridge is back in town after spending many weeks at the El Alamein Army Camp near Port Augusta. Mark is a part time soldier with the Adelaide University Regiment.

In Adelaide over the Xmas period and seen enjoying themselves at SASMEE were Max Blackwell and his family from Broken Hill, and John Daly home for Xmas from HMAS Cerebus near Melbourne, John looks very fit and Navy life seems agreeable.

Alf Boyley is back on deck after being waylaid in Hospital for a minor overall and rectification. Trust your troubles Alf are over.

Older members of SASMEE will be saddened to know that Mr. Stanbury is in Hospital in Perth, and it is thought by his family that he may not be able to return to Adelaide.

Recently Mr. Stanbury gave to SASMEE many bound Volumes of M.E. and other magazines. His family recently offered for sale his flat bed Hercus Lathe. Neville Watts a new member was the lucky purchaser of the lathe.

Best wishes have been passed on to Mr. Stanbury.

In early December a Company operating in the City inviting SASMEE members to a Sale of surplus tools and machinery. It was thought by the Management that instead of accepting a low offer from the 2nd hand trade they could offer it to the ME fraternity. We were delighted at the offer and regret that due to the haste at which the sale occurred that some members may not have been aware of the event.

Many members took advantage of the sale in particular Eddie Halse, Bob Scanlon, Bob Smyth and Jim Degotardi buying many items from Milling Machines to Bandsaws. It also was a great night out.



OBITUARY TO TERRY MIDDLETON

It is with much sorrow and regret that we record the passing of our esteemed member and friend Terry Middleton. Terry died suddenly on the 1st February at the age of 51 years following a heart attack.

Terry had been at SASMEE on the previous Tuesday making and pouring castings in the foundry. He was a very dedicated member, having been the driving force behind many projects, in particular the construction and operation of the Steam House. He served some years as a Committee Member.

Prior to coming to S.A. from Yorkshire, Terry served 20 years as a Marine Engineer with the P & O Line, he had a great love of ships and steam. He joined the DLI as an Inspector in 1966 and in this capacity was well known and highly respected within the Steam preservation and Model Engineering Societies as well as S.A. Industry.

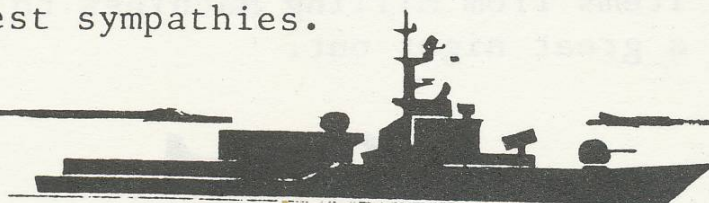
Terry wrote the Text and prepared the syllabus for the Boiler Attendants Course at the Dept. of Further Education and at the time of his death was preparing revisions. He was a dedicated family man, a highly skilled craftsman and a great help to those who requested his help and assistance.

Terry had almost completed a 3½" gauge Atlantic with a steel boiler, the loco had been in steam but was not completed. Terry had also almost completed from raw castings the Dore Westbury milling machine.

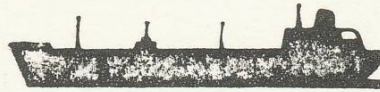
In conclusion we must record the many articles that Terry had written for our SASMEE Bulletin and in this issue we will include a recent contribution.

His sudden passing will leave us all with a deep sense of loss, indeed we have lost a true Gentleman and a dedicated Engineer.

To his wife Sheila, Son Paul and daughter Sharron go our deepest sympathies.



CALLING YOU OLD SEA DOGS



To the sea going engineer the word 'Gwynne' means a centrifugal pump driven by a reciprocating engine, its duty is to pump water through the condenser of the main engine. This is the first item to be started when warming through and preparing the main reciprocation engine ready for sea.

It appears that on the older ships with reciprocating main engines this little pump was called a Gwynne, whereas on turbine engined ships they were usually called 'Circulating pump'.

On board odd names do creep into common use and are fully accepted by those on board.

Putting the 'Geny' on the board - connecting the generator to the full circuit.

The 'Donkey' boiler for port use.

The crews 'Peggy'

The cook is named 'Doc'.

There are probably many more that can be brought to mind but these illustrate my point.

My question to you is how did the name Gwynne (my spelling) evolve. Was it some long forgotten code of a particular engine manufacturer or initials of some term - General Water".

The derivation of the others are also of interest.

'Donkey' - does this mean small power in relation to the larger HORSE powers of the main boilers.

Crew 'Peggy' - is that sailor - chosen for that day - to clean the crew's quarters, mess room etc; womens work, womens name!

The cook as 'Doc' - any ideas?

Later in the Bulletin will be found several phrases that - whilst in every day use - originated at sea many eras ago. So much so that without explanation one would not associate the term with life on board.

I found them interesting, I hope you do. Now, what about 'Gwynne'?

A.T. Middleton.

HOW SEA LANGUAGE WASHED ASHORE

Many expressions commonly used today had their origins as Sea Language. We are grateful to Terry Middleton for this contribution, and will run the article over many issues as space dictates.

The cat out of the bag

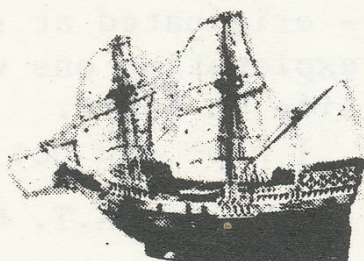
Discipline has always been demanded at sea 'He let the cat out of the bag' today is often used to connote 'blabbing'. Eight score years ago on board a square rigger, this utterance would have brought chills to the spine, for some poor soul had just committed an offence sufficiently grave to extract the cat-o'-nine-tails from its canvas bag.

The cat has been out of vogue since the early 19th century and needs an introduction. It was made of nine lengths of cord, each with three knots at the tip fixed to the end of a larger rope which was used as a handle. Flogging with it would cause severe wounds and could cripple or even cause death. Only Errol Flynn and other Hollywood mariners have been able to shrug off its effects.

The U.S. Congress prohibited the use of the cat in 1850, and it was outlawed from the Royal Navy in 1879. In fact, the cat had fallen into disuse in both fleets shortly after the war of 1812.

This brutal instrument is also the basis of the expression 'not enough room to swing a cat'. Obviously, the two foot cat, added to the length of the fully extended arm, required a good measure of working room.

A sailor's misdeeds were recorded daily and punishment was carried out on the following Monday; thus, the birth of the expression "blue Monday".



Continued Page 12.

" MINIATURE STEAM WHISTLES "

by Peter Olds.

The article on Jupiter's Hand Pump in the November 80 Newsletter caused a few of the members to comment very favourably and call for more. For a number of years now it has been suggested that I should describe the oil pump that my Dad made and used with such success. I have myself now produced more than a few of these and will back them against other designs, however we might be able to make this a project for the future.

I think that it was Ray Anderson of Gladstone that commented on my "little whistles that work" and he made the suggestion that I should make this a future article. Graham Chadbone was close at hand and was only too willing to make a drawing of "Jupiter's" whistle which he thought of as being his favourite. I agreed that it was certainly smaller which suited that particular engine but I preferred the one I made for "Mary Ann". To solve the problem Graham has drawn both so readers will be able to have their choice.

The two whistles in question were soon removed and dismantled and "measured up", after reassembling Robert took the close-up "shot" of the pair set up with a match. Sometime ago I came across some rare type of imported matches that were quite different in size. The one in the photo is our common "RED HEAD" which in case you don't know are $1 \frac{5}{8}$ " long or in modern language 42 millimetres.

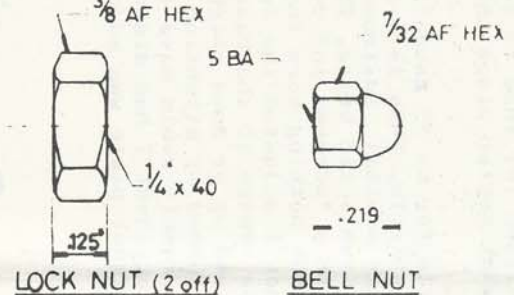
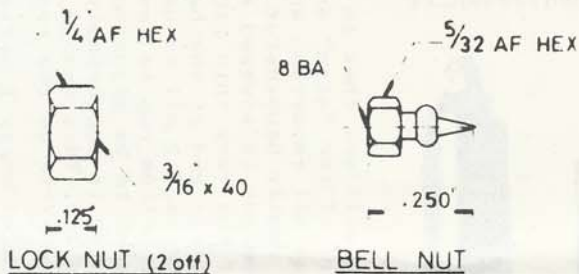
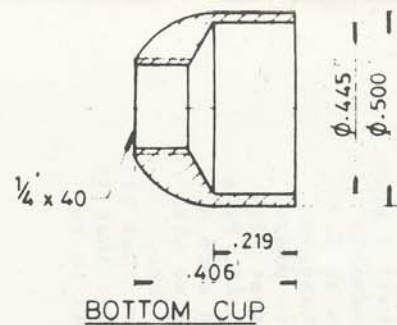
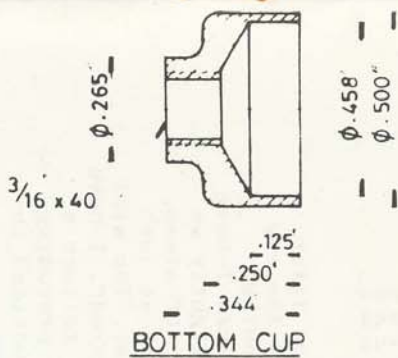
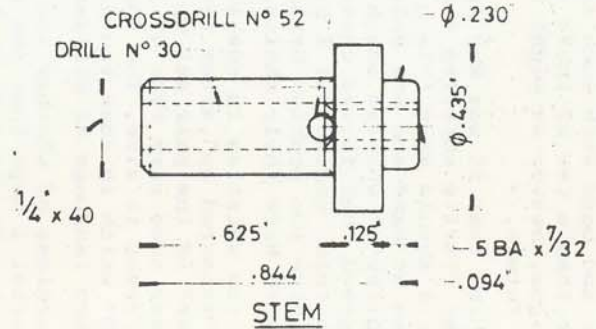
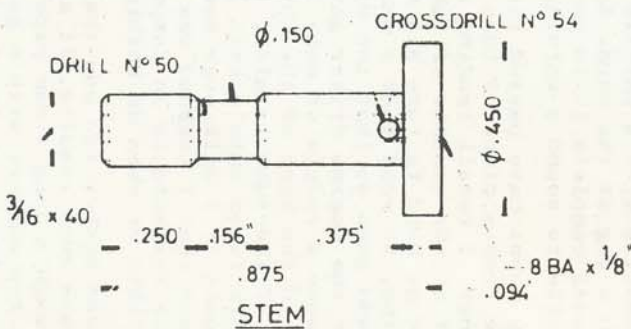
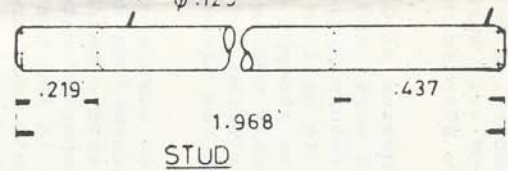
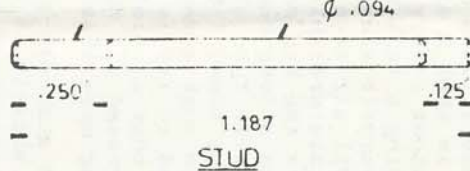
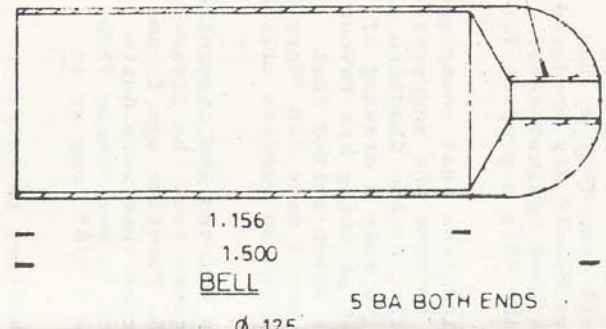
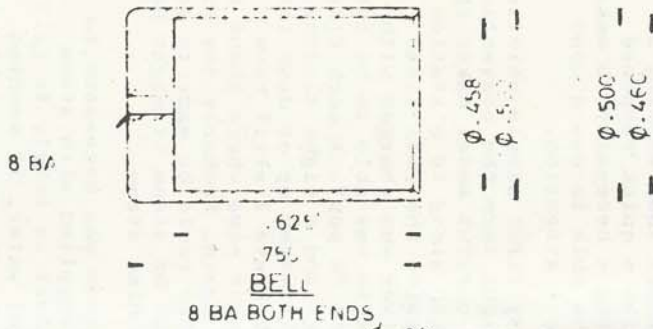
Regardless of whether you make your whistles in metric or imperial I hope that the few hints from my experiences may be of help. I certainly feel more comfortable when driving a locomotive with a whistle that will give a quick response with a tug at the cord. As well as being a necessity to make a model complete it is very handy to be able to use a good whistle to sound a warning or to attract attention.

Many moons have passed since I tried my first simple whistle made from a piece of tube in what I might term the conventional manner. I recall reading about a very careful model maker who went to the trouble of taking a test rig along to a station near at hand to tune his whistle alongside the full sized engine. We read that a small air receiver was charged with a hand pump so that the miniature whistle was able to be tuned when the engine driver gave the big one "a pop". A cork fixed between a couple of nuts on a long bolt and a tight sliding fit in the bore of the whistle tube was moved up or down the top of the tube to alter the tone. I believe I still have a cork fixed onto a bolt in such a manner some where about but I doubt if I will ever need to try it again. Probably the first lesson that I learned was that a whistle could be made to sound quite respectable on compressed air but on steam it might be terrible or even do nothing more than hiss steam.

Lesson number two was that good dry steam was necessary to obtain good results. If a whistle is supplied with steam through a long steam pipe the first blast is likely to fill the top chamber with a good dose of hot water. If mounted vertically or at least on a goodly angle this can quickly drain or fall out so that the second try can bring about the desired result. I see this happen with quite a large whistle when at times I visit our local sugar mill coinciding with a change

WORKING WHISTLES.

5 BA



JUPITER'S WHISTLE
COMPONENTS

MARY-ANN'S WHISTLE
COMPONENTS

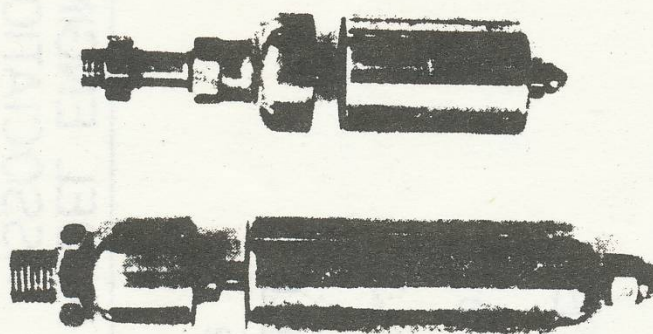
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DRAWN	2/9/8

THE MODEL ENGINEERS & LIVE STEAMERS
ASSOCIATION OF QUEENSLAND.

Minature Steam Whistles contd

of shift. The first pull of the cord results in a cloud of steam over the roofs of the buildings with only the noise of escaping steam. When the valve is shut and opened again for the second time the music immediately rings out. From this it would seem to be advisable to try to mount our model whistles in such a position for them to remain hot and in the case of locomotives what better place than right on top of the boiler.

It was when I made the whistle for my 5" gauge "Rocket" I once again decided to try a bell whistle. This is a reasonably small example of these strange musical instruments so I decided to machine the bell from solid brass. The base was made of the same material with a "screwed in" centre plate. The moment of truth arrived but nothing more than that hiss of steam sounded no matter how I adjusted the top bell. By a stroke of luck I had made the centre of the base in such a manner that it could be screwed up or down slightly so without being very optimistic I turned my attention to this. The best way to describe the result would have to be that it was ear shattering. Quite by accident I had discovered that it was very critical where the inner plate was adjusted in relation to the bottom cup.



As described in the text
the assembled whistles of
the author's "Jupiter"
and "Mary Ann" (right).

Looking at Graham's drawing you will see that in my later whistles the inner plate is part of the "stem" and the cup screws up around it to form that all important annular steam passage. Not knowing what really happens for sure I have the feeling that when the bottom cup is lowered slightly we alter the angle of discharge of the very thin ring of steam. When it is cutting across the lower end of the bell at just the correct angle the result occurs for all to hear. You will note that I said that "when the bottom cup is lowered". I have found that this has usually needed to be adjusted to such a position that the disc of the stem is appreciably protruding above the top of the lip of the cup. This can be noticed in the photograph of "Mary Ann's" whistle on the right.

Making the top bell from solid hard brass I believe is to be preferred to using tube with a top silver soldered in. Again I am not sure, but I believe that the bell from the solid has the tendency to give more of a ringing note which helps the whole effect.

Minature Steam Whistles contd.

A day or two after our draughtsman turned out the drawings herewith he turned up at the club track with a baby whistle. Not knowing that he had been busy in the workshop I thought that somebody had pinched a whistle of one of my engines until I examined it closely. Without much delay we fitted the newcomer into position and with a little adjustment everybody within hearing was all smiles.

I trust that these few notes together with the details sketched might be of some help to readers wishing to try their hand. Naturally the same points mentioned apply to larger examples of this most important "attachment". One last point, remember to keep the annular steam space between the cup and stem plate fairly restricted. Machining needs to be fairly accurate to achieve a regular gap however I have found no trouble without taking extra care. It is surprising how little steam they take to operate well.

Happy Whistling to all who try.

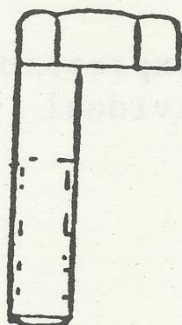
This article was read with interest in the November 1981 MELSA Newsletter. So intrigued was yours truly that I set about making the Mary Anne whistle which now proudly whistles on my Loco.

I immediately wrote to Peter seeking his permission to incorporate his article into our SASMEE Bulletin, his kind permission is very much appreciated.

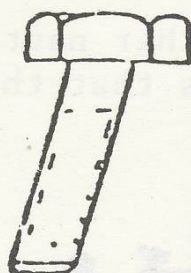
Thank you Peter.

Peter Olds has had a life long association with Model Engineering as his father was a well known ME, in fact the William Olds Memorial Track is a well known and valued civic asset of Maryborough Qld.

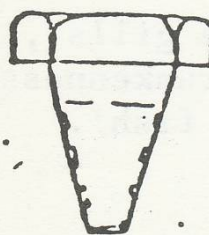
Peter is the Secretary of MELSA, the Model Engineers and Live Steamers Association of Qld. which is based in Maryborough known throughout Australia as the home of many great Engineering achievements.



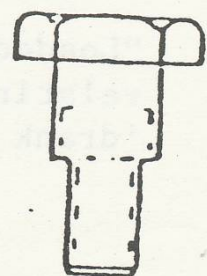
For holes too near the edge.



For holes not square.



For all tapered holes special nut required.



Assemblers special for oversize and stepped holes

Above board

No sea story is complete without pirates, and the language owes a debt to Blackbeard and Henry Morgan who plundered the Spanish Main four hundred years ago.

'Above board', today meaning honesty, may have been derived from the pirate practice of hiding crews below-decks and trying to entice merchant ships to come close. Another method of deception employed by pirates, as well as by some ships of the line, was to "sail under false colours". Today this expression is used to describe an attempted deception.

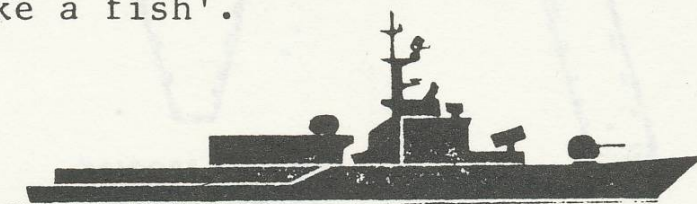
These pirates had few havens ashore where they could obtain supplies. However, many of the Caribbean islands were populated by wild cattle and their meat became a primary staple for the pirates. The French word boucan is a grill for cooking meat. From this has evolved "buccaneer".

Down the Hatch

Mariners, being the chief patrons of seaport pubs, were often extended credit. A talley board was kept of the pints and quarts that a sailor consumed. The quartermaster of the ship, who was responsible for having a full crew for the next sailing, did well to remind his charges to 'mind your P's and Q's since this was their consumption in pints and quarts. And, of course, sailors would toast the drink with "down the hatch".

If a mariner consumed too much alcohol and became intoxicated, he would be 'three sheets to the wind'. A sheet is a line used for trimming a sail to the wind. Three broken sheets would render any sailing ship uncontrollable.

"Loaded to the gills", yet another nautical expression relating to drunkenness, infers that the individual 'drank like a fish'.



Rosters

ROSTERS

CANTEEN

OUR CUPPA TEA



Sun	7th March	Tom Fowler, Gavin Thrum, John Jepson.
Sat	20th March	Merv Fitten, Don Zanker, Malcolm Ambler
Sun	4th April	Angus Templeman, June Levers. Brian Crabb.
Sat	17th April	John Gordon, Reg Shaw, Eddie Halse.
Sun	2nd May	Neville Watts, Alex Ide, Stuart Gamble
Sat	15th May	Denys Irving, Peter Cockburn, Graham Todd.
Sun	6th June	Brad Brady, Bill Coles, Brian Niesche.
Sat	19th June	Hugh Whisson, Peter Stewart, Tom England.
Sun	4th July	Kevin Herbertt, Peter Lewis, Jeff Schaeffer.
Sat	17th July	Peter Cooper, John Hamann, Geoff Williams

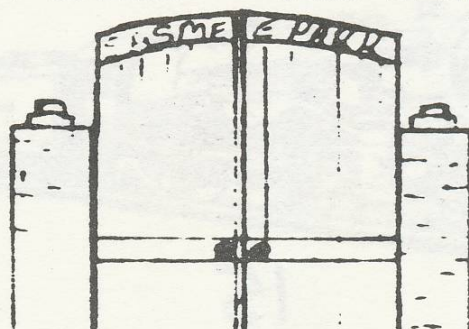
LOCK UP

Club Play Day

Sun 21st Mar	W. Brownlow
Sun 18th Apr	B. Coles
Sun 16th May	Alan Brabham
Sun 20th June	Jack Davey
Sun 18th July	F. Gordon

Informal Meeting

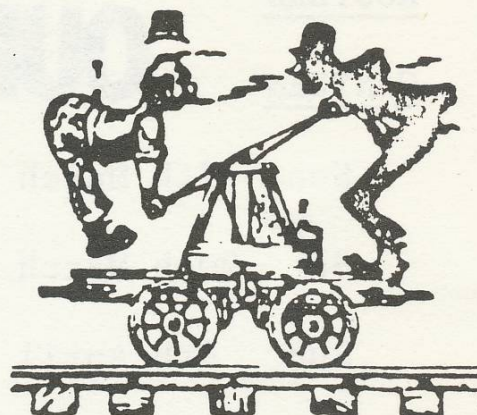
Tues 23rd Mar	Ian Clark
Tues 27th Apr	Fred Gordon
Tues 25th May	Jack Davey
Tues 22nd June	P. Denholm
Tues 27th July	Colin Cook



Rosters

BOILER

Sun 7th	March	Alan Brabham
Sat 20th	March	Colin Cook
Sun 4th	April	Joe Hendry
Sat 17th	April	Mike Bradford
Sun 2nd	May	Tom Fowler
Sat 15th	May	Colin Cook
Sun 6th	June	Bob Scanlon
Sat 19th	June	Mike Bradford
Sun 4th	July	Joe Hendry
Sat 17th	July	Colin Cook



LOCO ROSTER

Sun 7th March

Barry Dunstan
John Beal
Howard Bateup
Keith Besley

Sat 17th April

Ian Clark
Fred Gordon
Alan Lethbridge
Frank Lee
John Beal

Sun 6th June

Fred Gordon
Phil Waugh
Barry Dunstan
John Beal
Bob Smith

Sat 20th March

Frank Lee
Ian Clark
Fred Gordon
Alan Lethbridge

Sun 2nd May

Colin Bamford
Bob Smith
Bert Francis
Barry Dunstan
Phil Waugh

Sat 19th June

Bert Francis
Frank Lee
Barry Dunstan
Howard Bateup
Keith Besley

Sun 4th April

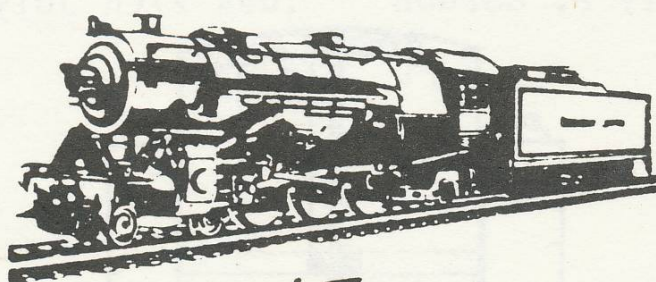
Howard Bateup
John Beal
Keith Besley
Barry Dunstan

Sat 15th May

Keith Besley
Frank Lee
Ian Clark
Alan Lethbridge
Howard Bateup

Sun 4th July

Bob Smith
Fred Gordon
Ian Clark
Alan Lethbridge
Phil Waugh



S A S M E E

NOTICES

1982 Annual Subscriptions

Members are reminded that their Annual Subscriptions are due in APRIL and need to be paid by the May General Meeting.

Please remove the renewal notice and questionnaire from the "Bulletin" and forward to the Secretary.

STOP PRESS

INCREASES IN ANNUAL SUBS IS TO BE APPROVED BY
MARCH GENERAL MEETING. PROPOSED INCREASES
DETAILED BELOW.

CUT OUT AND RETURN TO

The Hon. Sec.
S.A.S.M.E.E.
P.O. Box 263
Stirling 5152

MEMBERSHIP RENEWAL - 1982

NAME: _____

ADDRESS: _____

Telephone Bus. _____
 Pvt. _____

Post Code: _____

FULL \$15.00
STUDENT \$4.00

COUNTRY \$7.50
JUNIOR
FAMILY \$7.50

FOR SALE

FOR SALE

5" Bar bed lathe \$500.
8" Colchester lathe \$900.
ring 085362489

WANTED

Lathe contact Robin Wicks 3534679

New faces seen playing on the boat pond belong to Vic Thrum and Kevin Herbertt. Both now have radio controlled model boats.

QUESTIONNAIRE

RADIO CONTROL FREQ'S

Freq. MH2 _____

Colour or
Channel No. _____

MODELS UNDER CONSTRUCTION

MODELS COMPLETED

KEEPIN' TRACK



To Alex Bradley we say thanks for the 200 feet of 5" ground level track plus an amount of steel rail and many Jarrah sleepers. It is thought that with this track we could make up a portable 5" track. Also passed on to us by Alex was a quantity of recent Model Engineers.

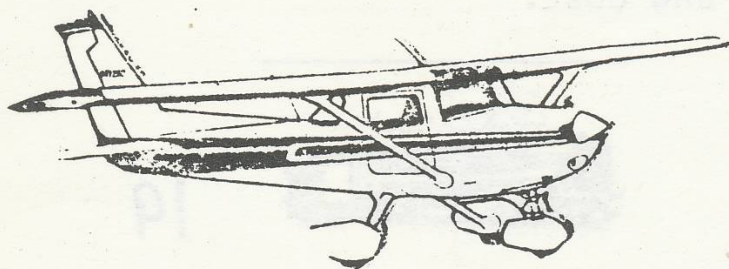
Alex is selling up his property at Port Vincent, and is returning to Adelaide. We look forward to his active involvement at SASMEE.

We must also record our thanks to Glen Templeman and Phil Waugh for going over to Port Vincent to bring the track to SASMEE.

Congratulations to Peter Stewart on his recent marriage. Our best wishes for a happy and prosperous future.

It is pleasing to note the increased activity on the Boat Pond. John Moorfield has just completed a model of a Patrol Boat, Alan Saunders has built a diesel powered swamp boat. John Levers Thames Barge and Kurt Watts outboard cabin cruiser are becoming permanent features along with Norm and Charlie's models. Also Malcolm Ambler is spending many hours twiddling the knobs on his R/C unit. It is imperative that our register of R/C frequencies be updated to avoid operational interference. A questionnaire is attached to this issue of the Bulletin and we would appreciate your prompt response.

Thanks to Paul Griscti for obtaining some 200 Valve springs which will be used as springing for the Ground Level riding trucks.





CHIT CHAT

Quite a few of the newer members have asked about the availability and purchase of models either partly built or complete. If any members have unwanted models please let it be known to the members either through the notice board or the Bulletin.

Kelvin and Michael Halstead are in the process of putting the finishing touches to their 5" Simplex, it should be seen on the track very shortly.

Bert Francis has recently completed a superb 5" gauge Electric 0-6-0 shunter. It is powered from a battery source its motor being a 1922 Morris Cowley starter generator. So much interest has been generated, specifically on the electrics of this Loco, that Bert has agreed to explain in detail its circuitry and construction. This will be at the March General Meeting.

John Welch is finishing off his $7\frac{1}{4}$ 2-6-4 Stanier Tank. The loco is massive in its proportions and is indeed an excellent example of John's skill and craftsmanship. It is one of the few large locos that have a copper boiler. We look forward to seeing it at SASMEE.

Peter Denholm has had his $7\frac{1}{4}$ Tich operating at SASMEE using the available length of track. Three other $7\frac{1}{4}$ Tich's are now under construction by Tom Fowler, Brad Brady and Roy Duncan. Without doubt the $7\frac{1}{4}$ Tich would have to be the best loco for the beginner due to its simplicity, performance and cost.



Welcome

WELCOME TO OUR NEW MEMBERS

We welcome Alf Eustice, father of David to our ranks, from what is known Alf and David have not undertaken any projects, but they are both on the lookout for a lathe.

Allan Webster is no stranger at SASMEE as he is often the guest of Jeff Schaefer to our functions. Allan has started making a 7 $\frac{1}{4}$ " Virginia, by trade Allan is a Die Setter and Machinist.

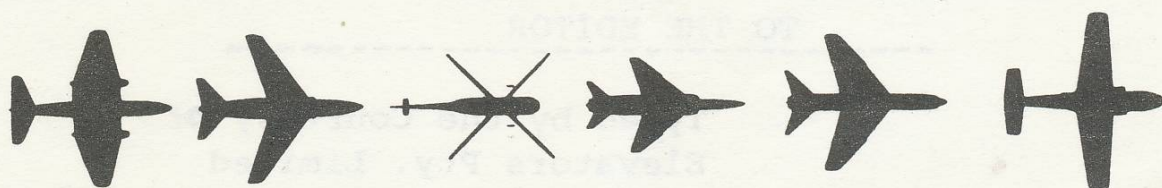
Robin Wicks is well known to our Secretary, as Robin also risks life and limb flying in the sky, but in the workshop he has made many R/C boats and rebuilt "Friend" Stationary Engine.

Jim Claridge has been interested in M.E. for some 5 years, having constructed a model Steam Tug Boat.

Kirk Watts joins as a Student Member. His Dad Nev. recently joined SASMEE, Kirk's interests are centred on R/C boats.

Colin and David Rich, Father and Son, have been active in the N and HO Model Railways for many years. We trust it won't be long before they start in modelling Steam.

We do trust that you will find many new friends at SASMEE, further, we hope you will join in our activities, have fun and be inspired to create models that will give you pride and satisfaction.



Patron Mr. F. R. Harris, General Manager, STA.
VICE PATRONS Dr. D. Williams, General Manager,
Australian National
A. G. Flint, Director, Road Safety
& Motor Transport.
Mr. D.R. Harvey OAM, Director, Steam
Ranger, ARHS.
Mr. C. Schaumloffel, Austalian National.
Mr. G. Nicolson, Tregalana, Whyalla.

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I. Clark

VICE PRESIDENTS

J. Davey, A. Brabham

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P. Denholm

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F. Gordon

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B. Holdsworth

ASSISTANT TREASURER

W. Brownlow

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A. Ide

P. Waugh,

C. Cook, W. Coles

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J. Welch, C. Burden

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A. Templeman

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A. Ide, W. Brownlow

H. Bateup, P. Waugh

SUPERVISORS BOAT POND

N. Kernick, C. Manning

BOILER SAFETY COMMITTEE

A. Brabham, J. Welch

O. Thomas, H. Bateup

CANTEEN

A. Templeman

GROUND LEVEL TRACK

A. Brabham, H. Bateup, A. Ide, I. Clark, R. Bloyd, T. England

J. Davey, W. Brownlow.

SECRETARY

P. Denholm

Box 263

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Phone 44 1337

CONTRIBUTIONS TO THE BULLETIN SHOULD BE FORWARDED
TO THE EDITOR

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